

means for attenuating noise in a plurality of frequencies by changing the frequency response of said Helmholtz resonator responsive to changes in speed of said engine;

said means for attenuating noise in a plurality of frequencies by changing the frequency response includes at least one restricted connection which is selectively connected between said chamber and said inlet line.

Claim 4 (Amended) The Helmholtz resonator of claim 3 wherein said means for attenuating noise in a plurality of frequencies by changing the frequency response further includes means for effectively changing the volume of said closed chamber connected to said inlet line via said restricted connections.

Claims 5 and 6 (Cancelled).

Claim 7 (Currently Amended) A refrigeration system having a multi-speed engine with an inlet line connected to said engine, microprocessor means for controlling the speed of said engine, the improvement comprising:

a closed chamber configured as a single dead end side branch connected to said line and defining a Helmholtz resonator continuously operatively connected to said inlet line via an always open restricted connection;

means for attenuating noise in a plurality of frequencies by changing the frequency response of said Helmholtz resonator responsive to changes in speed of said engine;

said means for attenuating noise in a plurality of frequencies by changing the frequency response includes at least one restricted connection which is selectively connected between said chamber and said inlet line.

Claim 8 (Amended) The Helmholtz resonator of claim 7 wherein said means for attenuating noise in a plurality of frequencies by changing the frequency

response further includes means for effectively changing the volume of said closed chamber connected to said inlet line via said restricted connections.

**Claim 9 (Currently Amended)** A refrigeration system having a multi-speed engine with an inlet line connected to said engine, microprocessor means for controlling the speed of said engine, the improvement comprising:

a closed chamber configured as a single dead end side branch connected to said line and defining a Helmholtz resonator continuously operatively connected to said inlet line via an always open restricted connection;

means for attenuating noise in a plurality of frequencies by changing the frequency response of said Helmholtz resonator responsive to changes in speed of said engine; and

said means for attenuating noise in a plurality of frequencies by changing the frequency response includes a valve having only an open and a closed position.

**Claim 10 (Amended)** The Helmholtz resonator of claim 9 wherein said means for attenuating noise in a plurality of frequencies by changing the frequency response includes means for effectively changing the volume of said closed chamber connected to said inlet line.

**Claim 11 (Amended)** The Helmholtz resonator of claim 9 wherein said means for attenuating noise in a plurality of frequencies by changing the frequency response includes at least one restricted connection which is selectively connected between said chamber and said inlet line.

**Claim 12 (Amended)** The Helmholtz resonator of claim 11 wherein said means for attenuating noise in a plurality of frequencies by changing the frequency response further includes means for effectively changing the volume of said closed chamber connected to said inlet line via said restricted connections.